MOVING.

Is it Best to Be Always Moving?

I have lately been thinking about the curious way in which our American people move about from place to place. All classes do it, but I speak more especially of farmers. They are always going West from the older States, and I am told by people who have been there, that even out on the plains of Texas and Kansas it is the same way. The illusive "West" is still beyond, and the canvas-covered wagons are still on the march, apparently no nearer the stopping place than before.

It seems to be something like the case of the "down-east" Yankee, who, catching the Western fever, sold his farm, picked up his traps and started West. He located several times, but always found, before getting fairly adjusted, that the West which he was seeking was still further on. He followed this ignus fatus for many years, and finally landed at his old home in the Pine Tree State, having made the circuit of the globe.

Bishop Berkely, was it not, who said, "Westward the course of empire takes its way?" From the earliest dawn of civilization the human race has been marching Westward like a great grasshopper swarm, leaving the wreck and ruin of the ages in its path behind.

Is it best to be always moving about? I think not. In the first place, it costs money. We know the old adage, "A rolling stone gathers no moss." Again, moving breaks up family associations and local attachments, which mean much in the ideal life. We need to cultivate more the European habit of sticking to the old homestead, where generation after generation succeeded each other on the same estates. If a spirit of constant improvement is kept up, the children may always begin life with good advantages.

A great many farmers are constantly moving to other parts of the country, as they say, to better their condition. Some of them succeed in their purpose, but a larger per cent. gain nothing, or are even worsted. The same energy in trying to meet the conditions of success would have succeeded in the old home as well as in the new. Some of these people soon return, broken in fortune and health, to begin life anew at the old stand. Many cases are pitiable.

Who has not seen one of these poor families trudging along the dusty roads in an old tumble-down cart, or one-horse wagon, drawn by a blind horse, or a one-eyed mule, the father sick with malaria, the mother haggard, and the children suffering the pangs of hunger? The poor man's greatest desire, as he burns with fever, is to get one more drink from the cold, gushing spring at the old home so inconsiderately abandoned.

In the section where I live farmers have been going West as long as I can remember. We also have them coming from the West to settle here. Within a mile and a half of me there is an Englishman who lived many years in Kansas. He came here and bought a farm, thinking thereby to better his condition, while many of the farmers here had been going to Kansas for the same purpose. Men come here from the Northwest and buy farms, while others go from here out there—all seeking the better country. Families will come here and settle down, apparently on the poorest little old farm that they can find, after having lived east, north and west. Isn't it wonderful—this spirit of unrest.

The main cause of dissatisfaction and change with farmers is their inability to adapt themselves to altered conditions. For example, the growth of population and other conditions in the older States render extensive farming unprofitable. Land in large bodies has become scarce and is worn out. The farmer then decides that he must go West, where land is more plentiful, instead of changing his method from extensive to intensive farming.

If he would only see it, he could, by changing the character of his products and culture, make more than twice as much from one-half the acreage of land. Again, instead of constantly improving his land by sowing peas and other legumes in proper rotation with other crops, he goes on wearing it out and then goes West to get fresh land to be served in the same way.

Farmers, as a class, are very slow to adjust themselves to any sort of new conditions. Through the multiplication of railroads their markets have been changed, and they fail to see that at the same time many new markets have been opened up, and their opportunities are thereby greatly increased in number. They will go on for years losing money by following obsolete methods, when a slight change would revolutionize their business.

There is scarcely any business that requires greater insight than farming This makes leadership necessary. The community that has a leader who opens up the way to genuine improvement is fortunate indeed, for farmers are like sheep—they follow a leader with great alacrity when he once makes a successful leap, but few will take the start.

I fear this subject is little appreciated even by leaders in agricultural thought and practice. Farmers are not taught to study their relation to environment. It is of little value to a farmer that he is taught how to grow a certain crop if that crop is not well adapted to his locality.

The growing of alfalfa is a case in point. Much money and energy are wasted in trying to produce it in localities where it is not adapted. The same is true of many other crops. They succeed well in certain localities and under certain conditions, and at once the assumption is made that they will thrive in the same way everywhere.

Much greater care is needed in these matters. The Bureau of Agriculture is rendering valuable service, and no doubt will do much more in the future. If farmers will study the matter of adjustment to their environment more carefully they will find less cause for dissatisfaction and change of location.—Uncle Zeke, Powell Station, Tenn., in Home and Farm.

Both Thought Alike.

Jones and Smith were two old bachelors who lived on the most intimate terms, constantly dined together and smoked the peaceful pipe, and occasionally went off together for a week's holiday by the sea. But a change came over the spirit of Smith's dream. Well on in the fifties he got married, and on his return from the honeymoon invited Jones to come and dine with him and be a witness of his happiness.

The dinner over, the old friends sat down in front of the fire after Mrs. Smith had gone up stairs.

"Well, my dear Jones," said Benedict, "now tell me quite candidly what do you think of my dear wife?"

Jones hesitated for a moment, then replied:

"Well, Smith, if I must speak quite candidly, I don't think much of her."

Smith patted him on the knee as he replied confidentially:

"Neither do I, my dear Jones."

— An old lady says: "Girls in love ain't any good the blessed week. Sunday, in the morning, they're looking down the road expecting he'll come. Sunday afternoon they can't think of nothing else, 'cause he's here. Monday they're sleepy and blue. Tuesday, Wednesday and Thursday they get absent minded and begin to look off towards Sunday again, and mope 'round and let she dish water get cold right under their noses. Friday they break dishes and go off in the best room and snicker and look out of the window. Saturday they have queer spurts of working and spurts of frizzing their hair. And Sunday they begin it all over again."

— On good authority it is stated that if the land east of the Mississippi were tilled as Belgium is, or as many districts in France and England are, the population of the American Republic might double and still be as well fed from half of the territory now occupied.

When Bridges Breathe.

Though to speak of bridges breathing appears passing strange, nevertheless, inanimate structures are never still for a moment during the livelong day.

The Britannia bridge, for instance, which is 400 feet long under normal circumstances, is from half to 3 inches longer at 3 p. m., than it is at 12 hours later, according to the amount of sunshine it is subjected to, which draws it sometimes an inch upward if the heat strikes the top of the tube, or to one side when the sun increases its temperature literally, though the heaviest train will only bend it half an inch at any time. In like manner intense cold will cause a bridge to shrink more appreciably.

To show how intense the cold must have been, we have only to point out that Southwark bridge over the Thames, which, however, is only about one-ninth the length of Brooklyn bridge, only rose in the centre to the amount of 1½ inches for 50 degrees rise in temperature. To allow for expansion or construction the builder of the Clifton suspension bridge provided the ends of the roadway with hinged flaps 8 feet long, which allow of perfect freedom of movement; and the makers of the tower bridge, which is about 2½ inches longer in the summer than in the winter, made a similar allowance.

After the choir of Bristol Cathedral was covered with sheet lead in 1851, it was discovered two years later that, notwithstanding the fact that the length of the covering was 60 feet, and its depth 18½ feet, it had crawled down bodily for 18 inches, drawing out nails from the rafters in its course which had been driven in to arrest its progress. The explanation of the movement lies in the fact that the lead naturally expanded more freely downward than upward when subjected to the sun's heat, and that when it contracted at night it drew its upper edge after it, in preference to climbing up to it.

The Eiffel tower, like the Britannia bridge, is ever on the move, either upward or downward, according to the temperature, the summit of the tower, so it is said, entailing an extra climb of five inches when the temperature is high than in the cool of the day, while in winter it is 8 inches shorter than at midsummer. Even the white marble obelisk dedicated to Washington which was erected at a cost of £260,000 rears its head 555 feet in heigth on the bank of the Potomac, is not proof against the power of the sun, and is said to increase its height by 2 inches and to bend slightly on a hot day.

With regard to the latter movement, a copper wire 174 feet long, carrying a plummet suspended in a vessel of water, renders perceptible the slight bend of the shaft caused by the rays of the sun pouring on one side only, though the inclination of the apex of the monument amounts to but a few hundredths of an inch toward the north each day at noon throughout the summer.

The railway line is a very powerful respirator. Probably every Answerite has noticed the gap between each rail. In winter the chinck will be over a quarter of an inch in width, but in summer it will be quite closed up. During one of the frequent civil wars incidental to South America one of the belligerents conceived a unique idea of train wrecking. During the night he drove steel wedges tightly into these gaps for a considerable distance. The heat of the sun next day caused the rails to breathe heavily, but as they could not expand longitudinally they twisted themselves clean out of the chairs which clamped them to the sleepers and the railway was rendered completely useless for traffic.

A battleship is over 6 inches longer in summer than in winter, and an ironclad in the tropics is nearly a foot longer than her sister ship in a more northern sea. One of the most powerful breathing materials employed for engineering work is concrete. The aqueduct for the conveyance of the water for London, extending from Bell Wier to Hampton, a distance of about eight and three-quarter miles, is provided with what are technically termed expansion joints, at interval of 30 feet to enable the material to breathe.

Faith Cure for Animals.

Christian Scientists in this city read with a great deal of interest yesterday a report which came from the west to the effect that the trotting stallion Lord Vincent, which is entered in the 2.09 class races at the Empire City track next week, had been restored to health and put in racing form after a serious breakdown through Christian Science treatment. Lord Vincent is owned by H. W. Foote of Texas. He has a record of 2.08 3-4, and two years ago won the rich Transylvania stakes at Lexington, Ky. It was after winning this race that his illness occurred.

The story is that all efforts of veterinarians to remedy the horse's trouble were unavailing, and then a woman in Youngstown, Ohio, tried the treatment of mind over matter and restored him to health. Such a report naturally was received with incredulity among horsemen, but not by members of the cult of Mrs. Eddy.

Franklin Blake, who is a reader in the Second Church of Christ and a well-known practitioner, was asked yesterday if such a thing could be true. Mr. Blake said he had not heard of the reported cure of Lord Vincent, but that it was a fact that many horses and, in fact, domestic animals of all kinds had been cured of all sorts of disorders by Christian Science, which was nothing in the world but scientific prayer.

"The cure of animals is a side of Christian Science that has not been touched upon very much," said Mr. Blake, "but in these days of criticism of Christian science it might be well to refer a little more to it. Any one who attends our Wednesday night meetings is apt to hear of cases in which animals have been cured. Christian Science is the science of the power of God, and that extends over animals as well as men.

"Animals often respond to treatment more readily than human beings, for the reason that there is not that antagonism that we often have to subdue in the human mind before we effect a cure. We treat animals generally by the absent method. Of course, animals, not being able to reason, it does no real good to be with them.

"An animal is always in the right mental attitude and a man isn't. Anything a person does for an animal toward relieving him is appreciated. You just throw the right mental atmosphere about them and they respond.

"There is just one difficulty sometimes. Animals are reflected thought, as we regard them. They are subject to the influence of man's mind and the rules that govern them are mortal, not God's. Now in the case of a horse or any suffering animal it is necessary to clear the atmosphere around him of all inharmonies of thought before a cure can be effected. If I had such a case I would probably begin the treatment on the persons with whom the animal was associated, as the animal would be a reflection of their thought, and the antagonism which would lie in the way of the animal's cure would come from them, not from the animal.

"It is wonderful what influence thought has on an animal. If I see a horse pulling a heavy load I always stop to send out the right thought to help him to get it along. So do most Christian Scientists. I used to have horses of my own and I kept them always under the calm, peaceful influence of my mind—an atmosphere of calm was around them, thrown over them by me, or rather the thought they reflected from me was peaceful thought. They were better horses than others around them—my own father's, for instance. I could get twice the work out of mine on half the amount of food.

"Of course, it is only occasionally that we treat animals. There is so much to be done, you see, to advance Christian Science among men that all of us are kept busy. In time we will do more animal treatment. It might no doubt do us good."

Mr. Blake said that a friend of his living near New York had a valuable horse which went lame and no veterinary surgeon succeeded in curing him. The owner asked him to treat the horse, and he did; giving him the absent treatment.

"From the very day I started," said Mr. Blake, "the horse began to improve and in two weeks he had no limp at all."

"Are there any practitioners who treat only animal patients?" Mr. Blake was asked.

"No," he said, "and there will not be. There are no specialists in Christian Science."—New York Sun.

A Coming Editorial Marriage.

"There is but one more week of single blessedness for the editor of this paper," says the editor of the Highland Vidette in a quaint announcement of his own marriage. "A young woman has consented to take our name and share with us the burdens and joys of life. She is Miss Elsie Kitzmiller, youngest daughter of Mrs. Lavinia Kitzmiller. Her father was Frank Kitzmiller, a veteran of the Civil War, who died one year ago. The time set for the ceremony is next Wednesday at 2 o'clock in the afternoon, at the home of Mrs. Kitzmiller. A number of friends have been invited—but not nearly all. The house would not hold one-third of all those "we" should have been pleased to see present. (This is not the editor we—"we" having assumed a new significance.) But there will be enough, we hope, to fill the house and see that the job is well done. There will be no attendants. "We" will be the whole show. There will be no tears—everyone will be glad to see us (editorially us) finally married. There will be a happy, handsome couple, the handsomeness being contributed by the other half. No one's life is complete who lives alone; no, of course not. To develop into a surly, crabbed, soul-shrivelled old bachelor, or dwindled away an old maid, full of vinegar and fool notions—what unhappier fate! To form a complete and useful life marriage is a necessity as well as a luxury. "Yet these considerations are mere side issues. The first consideration is to find someone you can love, respect, admire. Love is apart from logic. It is capricious. It frowns upon wealth, tramples over differences of age, breaks down any established rules of precedence and astounds the coolly systematic. We are it. Time passes slowly."

— In some parts of Brittany a curious marriage custom prevails. On certain fete days the marriageable girls appear in red petticoats, with white or yellow borders round them. The number of the borders denotes the portion the father is willing to give his daughter. Each white band denotes 100 francs per annum; each yellow band represents 1,000 a year.

— Despite the suicide of a British navy officer who inherited $2,000,000 plenty of people will still be willing to accept the responsibilities of wealth.

RAILWAY.

Condensed Schedule in Effect June 29th, 1901.

STATIONS.	Daily No. 15.	Daily No. 11.
Lv. Charleston	11 00 p m	7 00 a m
" Summerville	12 00 n'n	7 41 a m
" Branchville	2 00 a m	9 00 a m
" Orangeburg	2 45 a m	9 23 a m
" Kingville	4 05 a m	10 24 a m
Lv. Savannah	12 30 a m	12 30 a m
" Barnwell	4 18 a m	4 18 a m
" Blackville	4 28 a m	4 28 a m
Lv. Columbia	6 00 a m	11 30 a m
" Prosperity	7 14 a m	12 30 n'n
" Newberry	7 30 a m	12 55 p m
" Ninety-Six	8 30 a m	1 50 p m
" Greenwood	8 50 a m	2 05 p m
Ar. Hodges	9 15 a m	2 25 p m
Lv. Abbeville	8 35 a m	1 45 p m
Ar. Belton	10 10 a m	3 20 p m
Lv. Anderson	9 40 a m	2 45 p m
Ar. Greenville	11 20 a m	4 35 p m
Ar. Atlanta (Cen. Time)	8 55 p m	9 00 p m

STATIONS.	Daily No. 16.	Daily No. 12.
Lv. Greenville	6 20 p m	9 40 a m
" Piedmont	6 50 p m	10 05 a m
" Williamston	7 12 p m	10 28 a m
Ar. Anderson	8 15 p m	11 15 a m
Lv. Belton	7 35 p m	10 45 a m
Ar. Donalds	8 05 p m	11 10 a m
Ar. Abbeville	9 05 p m	12 01 n'n
Lv. Hodges	8 20 p m	11 25 a m
Ar. Greenwood	8 50 p m	11 50 a m
" Ninety-Six	9 10 p m	12 05 p m
" Newberry	10 15 p m	1 10 p m
" Prosperity	10 32 p m	1 24 p m
" Columbia	11 50 p m	2 40 p m
Ar. Blackville	2 52 a m	3 53 a m
" Barnwell	3 07 a m	3 07 a m
" Savannah	4 50 a m	4 50 a m
Lv. Kingville	2 32 a m	3 46 p m
" Orangeburg	3 45 a m	4 42 p m
" Branchville	4 25 a m	5 25 p m
" Summerville	5 57 a m	6 43 p m
Ar. Charleston	7 00 a m	7 30 p m

Daily No 15.	Daily No. 13.	STATIONS.	Daily No. 14.	Daily No. 10.
11 00 p	7 00 a	Lv. Charleston Ar	7 30 p	7 00 a
12 00 n	7 41 a	" Summerville "	6 43 p	5 57 a
2 00 a	9 00 a	" Branchville "	5 25 p	4 25 a
2 45 a	9 23 a	" Orangeburg "	4 43 p	3 45 a
4 05 a	10 24 a	" Kingville "	3 46 p	2 32 a
12 30 a	.....	Lv. Savannah Ar	.....	4 50 a
4 18 a	.....	" Barnwell "	.....	3 07 a
4 28 a	.....	" Blackville "	.....	2 52 a
7 20 a	11 30 a	" Columbia "	2 15 p	9 30 p
7 57 a	12 15 p	" Alston "	1 25 p	8 50 a
8 58 a	1 23 p	" Santuc "	12 15 p	7 45 p
9 15 a	2 00 p	" Union "	11 37 a	7 10 p
9 54 a	2 22 p	" Jonesville "	11 17 a	6 53 p
9 49 a	2 37 p	" Pacolet "	11 05 a	6 43 p
10 20 a	3 10 p	Ar Spartanburg Lv	10 35 a	6 15 p
10 35 a	3 40 p	Lv Spartanburg Ar	10 25 a	6 00 p
2 00 p	7 15 p	Ar. Asheville Lv	7 05 a	3 00 p

"P" p. m. "A" a. m. "N" night.

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Trains leave Greenville, A. and C. division, northbound, 5:55 a. m., 2:34 p. m. and 5:15 p. m., (Vestibule Limited), and 5:35 p. m.; southbound, 1:25 a. m., 4:20 p. m., 12:40 p. m. (Vestibule Limited), and 11:20 a. m.

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RAILWAY.

Condensed Schedule in Effect June 30th, 1901.

STATIONS.	Daily No. 15.	Daily No. 11.
Lv. Anderson	7 25 am	.....
" Elberton	8 05 am	.....
Ar Athens	9 25 am	.....
Ar Atlanta	4 55 pm	.....
Lv Anderson	7 25 am	.....
Ar Augusta	11 35 am	.....
Ar Port Royal	6 50 pm	.....
Ar Beaufort	6 30 pm	.....
Ar Charleston (Sou)	7 50 pm	.....
Ar Savannah (Cent)	7 35 pm	.....

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Blue Ridge Railroad.

Effective April 6, 1902.

EASTBOUND.

STATIONS.	No. 4 Sun. only	No. 6 Daily Ex. Sun.	No. 8 Daily Ex. Sun.		No 12 Daily
	P. M.	A. M.	P. M.	P. M.	A. M.
Lv Walhalla	.....	.....	2 30	.....	8 00
" Seneca	.....	.....	3 26	.....	8 25
	.....	.....	3 56	.....	8 57
" Cherry	.....	.....	.....	.....	8 47
" Pendleton	.....	.....	4 11	.....	8 55
" Anton	.....	.....	4 23	.....	9 02
" Denver	.....	.....	4 35	2 45	9 09
Ar Belton	7 45	8 03	7 05	3 10	9 30
	8 05		7 30		

WESTBOUND.

STATIONS.	No 3 Daily	No. 5 Daily Ex. Sun.	No. 7 Daily Ex. Sun.	No. 9 Daily	No. 11 Daily
	P. M	A. M.	A. M.	A. M.	P. M
Lv Belton	8 25	9 00	.....	10 50	3 20
" Anderson	8 55	9 25	10 00	11 15	3 45
" Denver	.....	.....	10 27	.....	4 08
" Antun	.....	.....	10 37	.....	4 05
" Pendleton	.....	.....	10 47	.....	4 11
" Cherry	.....	.....	11 02	.....	4 18
	.....	.....	11 01	.....	4 35
" Seneca	.....	.....	12 50	.....	4 40
Ar Walhalla	.....	.....	1 25p	.....	5 0

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